

Public Participates in Visioning Effort

Trying to determine what the Valley should be like in 25 years isn't an easy task. But hundreds of Valley residents took on the job of mapping out the future during a series of public forums in October and November.

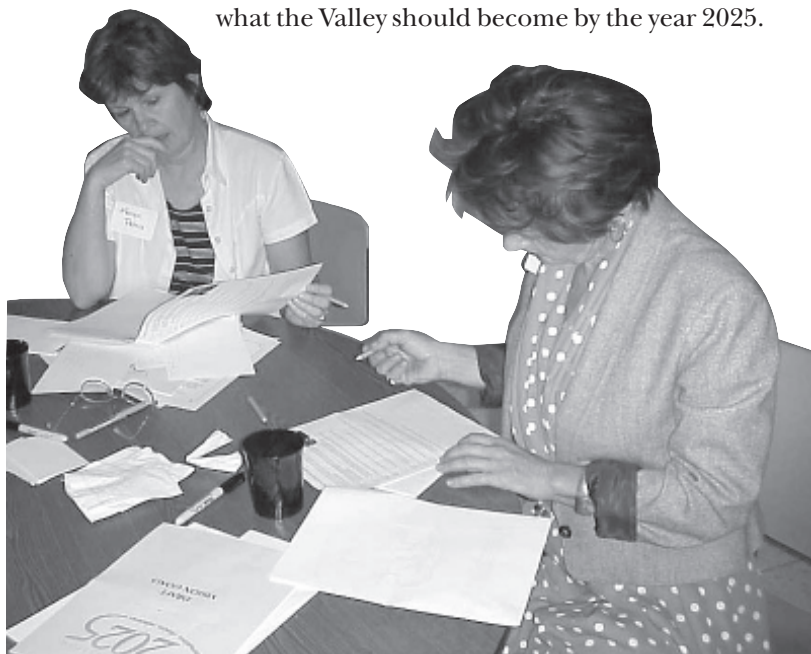
The 12 forums were held as part of a region-wide visioning effort known as "Valley Vision 2025," a public-private partnership initiated by the Maricopa Association of Governments to create a blueprint of what the Valley should become by the year 2025.

"Valley Vision 2025 is a call to action to ensure this region remains a great place to live, work and raise a family," said Diane McCarthy, a co-chair of the Valley Vision 2025 Committee. "The public forums provided us with critical input needed to develop a shared vision for this region — one that represents the interests of a diverse cross-section of Valley residents," she said.

One resident who participated in the process was Anna Steiner, who attended the first public forum in Mesa. As head of the McClintock Manor Neighborhood Association, Steiner voiced concerns over issues such as growth, transportation, education and open space preservation. But Steiner said it was her role as a mother of two that really inspired her to attend.


"What will be here for them and their children in the year 2025? That's my biggest interest (in the future)," Steiner said.

Carol Spangler, another Mesa participant, said her concerns centered around pollution and desert preservation. "It seems to me we are destroying what is so attractive about moving to Arizona," she said. "I guess I'd like to have some input and share my concerns about quality-of-life issues," she said.



Forum participants use worksheets to prioritize 43 vision goals.

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Tempe Mayor
Neil G. Giuliano

From the Chair

It is often difficult, in the day-to-day and issue-to-issue world of local governing, to set aside time and effort for long-term visioning. But taking time to look into the future, and putting thought into how we can make that future what we want it to be, is absolutely critical.

That is why the Maricopa Association of Governments initiated Valley Vision 2025, a regional visioning effort to help us determine what this region should become over the next quarter century. Through a public visioning process that has linked residents, community advocates,

VALLEY VISION 2025

alternatives, choices, solutions

It is currently estimated that the population of our region will swell to nearly five million residents by the year 2025. There is no question, therefore, that we must be prepared for the impact this population increase will have on every aspect of our lives here in the Valley.

civic leaders, businesses and government, we will soon have a document that identifies the core values that the residents of this region hold closest to their hearts.

But what happens to this document — and whether this Vision is realized — will depend in large part on the commitment of municipal leaders to implement the measures needed to move us toward the goals outlined in this citizen-based blueprint for our future. We must ensure that this Vision plan does not become a dusty, two-dimensional document, but remains as a living, ever-evolving, three-dimensional journey into the future.

As Chairman of the MAG Regional Council, I challenge local leaders to hear what has been spoken by the residents of this Valley, to see what they have envisioned, and to do what needs to be done to turn conception into certainty, vision into reality. 

MAGAZine

MAGAZine is a quarterly newsletter of the Maricopa Association of Governments focusing on the issues and concerns of the cities, towns and tribal communities of Maricopa County. If you know of a friend or colleague who would like to receive MAGAZine, please call the MAG office, 602-254-6300.

Neil G. Giuliano
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Regional Council Chairman

James M. Bourey
Executive Director

Kelly Taft
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Roadside Surveys Conducted to Help Improve Future Travel

Motorists entering and leaving the Phoenix metropolitan area during September and October were asked to participate in a roadside study that will help determine future road improvements.

The Maricopa Association of Governments (MAG), with the cooperation of Maricopa County and the Arizona Department of Transportation (ADOT), conducted the “MAG External Travel Study.” The study consisted of 15 roadside surveys on the edge of the metropolitan Phoenix area.

Motorists entering the survey sites were asked a series of quick questions, designed to take less than two minutes. An interviewer asked each motorist to describe his or her trip by identifying where the trip started, where the trip would end, the reason for making the trip and how many people were in the vehicle. To ensure confidentiality of those surveyed, interviewers did not ask for the driver or passenger names and the vehicle license was not recorded. Motorists were selected at random and participation was voluntary.

“This information is crucial for us to obtain data about travel that goes through the Phoenix metropolitan area and travel between Phoenix and other areas, such as Flagstaff or Tucson,” said MAG System Analysis Program Manager Mark Schlappi. He pointed out that travel has changed dramatically since the last study was conducted

in 1986. “There are more people living outside of the Phoenix area and commuting long-distance to work. There are more visitors and more business travelers, and trucking has increased to meet the demands for goods. Roadside surveys allow engineers and planners to get the data needed to make the best choices for spending billions of dollars over the next 20 years on transportation,” said Schlappi.


Preparations for the study took more than a year, with safety a primary concern in evaluating survey sites. The survey used ADOT-approved traffic control and safety plans, including “Survey Ahead” and other message signs posted at survey sites to notify drivers of the event. “Flaggers” were used to wave motorists to the roadside survey area and to keep traffic flowing safely.

Chris Kmetty, a design engineer and on-site coordinator, said most drivers didn’t seem to mind the short delay. “I’ve actually been surprised by how positive the response has been,” said Kmetty. “Most motorists were simply



curious to know what the survey would be used for, and very few told us they felt inconvenienced by the stop.” To further explain the purpose of the study, brochures were passed out to each survey participant. The brochures explained the need for real-time responses and included contact information for those wanting to know more.

MAG’s Schlappi said the information gleaned from the surveys will help future motorists. “What we learn about travel patterns today will be used to serve the travelers of tomorrow,” he said. “It will help us determine the best and most cost-effective transportation solutions for the Phoenix metropolitan area.”

A comprehensive analysis of the surveys is expected to take six months to a year to complete. 

Surveyor Dean Filer gathers travel information from a Valley motorist.

Cities May Appeal Census Addresses

United States
**Census
2000**

For the first time, local governments will have a chance to update the final address list that the Census Bureau will be using to distribute census questionnaires — if they file a timely appeal.

This summer Census Bureau personnel went out into the field to verify additions, deletions and corrections provided by local governments. Based on this field check, the Bureau is sending back to the governments a detailed form containing the Bureau's final address list.


"Most cities should have received their final address list in October, or at the very least by December," said MAG Socioeconomic Program Manager Harry Wolfe. "Once local governments receive their final determination from the Census Bureau, they will have 30 days to file an appeal for any addresses that are in dispute."

Wolfe said cities who want to appeal the final list will need to forward evidence detailing the missing addresses and specifying the block in which each address is located. The appeals will be handled by

an independent office of federal personnel, rather than Census Bureau staff.

"It is crucial that MAG member agencies dedicate adequate staff and financial resources to inspect their final address list and to file an appeal on any discrepancies," said Wolfe. "Remember, each household not counted results in a projected loss of \$10,000 in state and federal funds in the decade after the census," he said.

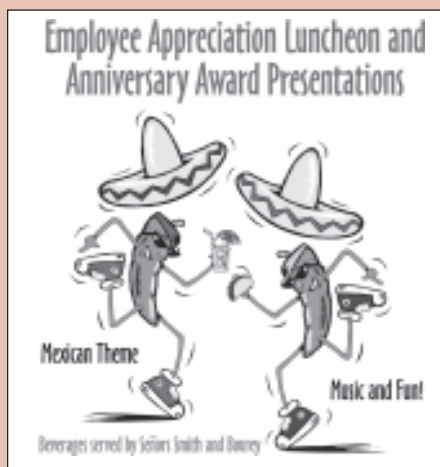
MAG Executive Director James M. Bourey, who serves on the national Census Advisory Committee, said that cities who have already notified the Census Bureau of disputed addresses should find that those addresses have been added to the list of people who receive census questionnaires by mail. But he says there is a catch — if the questionnaires are then sent back by the post office as non-deliverable, no further follow-up will be done by the Bureau.

For more information about the appeals process or Census 2000, please contact Harry Wolfe at (602) 254-6300. 

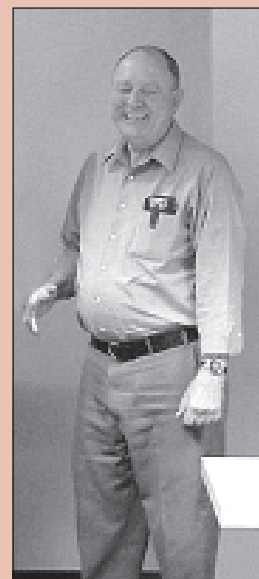
MAG Moment



Maricopa Association of Government's Employee Appreciation Day and Anniversary Award Presentations were celebrated with a Mexican-themed fiesta. Awards were given to employees for 5, 10, 15 and 20 years of service.



Special recognition went to Clyde Hahn (right) who has been with the organization from its very start, and has contributed 29 years of service.



West Valley Riverbeds to Provide Multi-Use Corridor

Imagine a system of trails linking neighborhoods with parks, open space, schools, shopping and jobs. Such a system could soon be reality under a plan that would use the Agua Fria and New River corridors to connect a network of trails, walking and bicycle paths, park-and-ride lots, and public transit in the West Valley.

Known as the West Valley Recreation Corridor, the plan is being developed by John F. Long Properties, the Flood Control District of Maricopa County and the Maricopa Association of Governments (MAG).

“By working together, these agencies can generate significant public and private sector support that will result in a continuous corridor extending all the way from the community of New River to Avondale,” said MAG Transportation Planner Dawn Coomer. “The plan includes bicycle, pedestrian and equestrian paths and would link schools, parks, community centers and residential areas,” she said.

The 42-mile system of paths and trails would extend along the New River, 30 miles south to its confluence with the Agua Fria River, and 12 miles east to the Salt River. Funding to develop the plan will be obtained from a \$450,000 grant from the Arizona Department of Transportation Enhancement Funds Program.




Illustrative drawing of potential future trail development

MAG’s role will be in providing transportation amenities within the corridor, while the Flood Control District is looking at non-structural ways to manage flood control.

“We’re looking at more natural alternatives, rather than typical concrete-type barriers,” said Mike Ellegood, chief engineer and general manager for the Flood Control District of Maricopa County. “The idea is to create a multi-use corridor that blends beauty with functionality.”

Planners believe it is important to get the plan underway quickly, as continuing development in the West Valley reduces opportunities to provide a continuous alternate transportation corridor.

“Although many miles of the corridor are currently undeveloped, rapid growth in the West Valley is already placing pressure on this area,” said James M. Bourey, MAG executive director. “It is critical to identify pathway segments and protect the Corridor before this extraordinary multi-modal transportation option is lost.”

When complete, the Corridor will provide a unique opportunity for people to reach employment, cultural resources, wildlife habitats and riparian areas through a non-motorized trail system. The public will be involved in development of the plan. For more information on the plan, please contact Dawn Coomer at (602) 254-6300. 

Agreement Reached on Funds Distribution

A committee made up of state and regional transportation leaders has reached consensus on how to distribute millions of dollars of state and federal transportation funds.

Under the plan developed by the Resource Allocation Advisory Committee (RAAC), the Maricopa Association of Governments (MAG) will receive 28.1 percent of 2.6 billion dollars in state and federal discretionary funds during the Arizona Department of Transportation's 2001-2005 program. The Pima Association of Governments (PAG) will receive 9.3 percent of the funds, while the balance of the state shares 62.6 percent.


The change in the distribution formula follows in the wake of last year's passage of the Transportation Equity Act for the 21st Century (TEA-21), which significantly increased Arizona's share of transportation dollars.

MAG Executive Director James M. Bourey says the plan developed by the RAAC moves the Maricopa Region closer to an equitable return of state and federal transportation taxes, which are given back to Arizona by the federal government and distributed by the State.

"The new percentage is a far cry from the 10.5 percent distribution we were receiving under the previous program," said Bourey. "And it is much closer to our

eventual goal of a 37 percent return — the approximate amount we would receive if we were getting a dollar back for every dollar citizens of the region pay in state and federal gas taxes."

Another consensus of the RAAC is that if state and federal revenues are higher than assumed, the revenue will be used to bring MAG and PAG closer to their respective target goals of 37 and 13 percent of allocated shares.

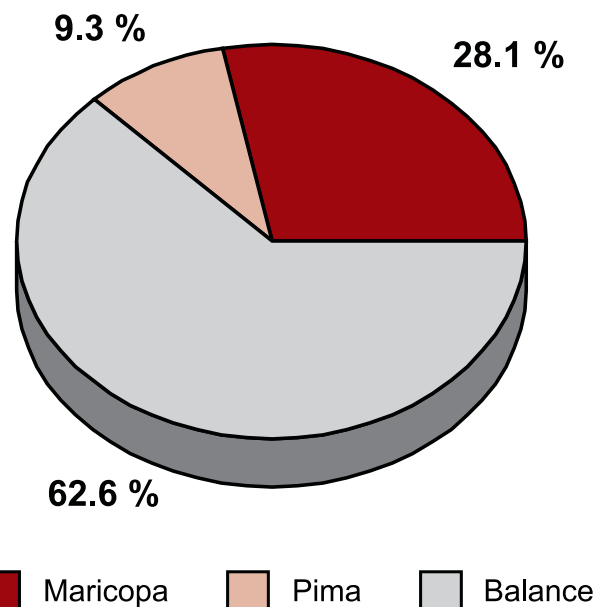
Bourey says much of MAG's revenue will go toward the acceleration of the Regional Freeway System, now scheduled for completion by the year 2007 — seven years earlier than planned. 

RAAC Committee Members

- **Dick Wright**, *Chair, Deputy Director, Arizona Department of Transportation (ADOT)*
- **James M. Bourey**, *Executive Director, Maricopa Association of Governments (MAG)*
- **Ken Driggs**, *Director, Regional Public Transportation Authority (RPTA)*
- **John Gross**, *Executive Director, Yuma Metropolitan Planning Organization (YMPO)*
- **Bill Higgins**, *Acting State Engineer, ADOT*
- **John McGee**, *Chief Financial Officer, ADOT*
- **Tom Swanson**, *Executive Director, Pima Association of Governments (PAG)*
- **Ken Sweet**, *Executive Director, Northern Arizona Council of Governments (NACOG)*
- **Mary Lynn Tischer**, *Director of Planning, ADOT*



Shares for Proposed ADOT Program 2001-2005



Regional Air Travel Focus of Aviation Meeting

Building a fourth runway at Sky Harbor International Airport, extending the runway at Chandler Airport and establishing commuter airline service at Scottsdale Airport — those were just some of the suggestions made at the MAG Aviation Stakeholders Meeting September 14th.

The meeting was held to collect input and ideas on future regional air travel as part of an update of the MAG Regional Aviation System Plan (RASP). The RASP is designed to evaluate the capacity of the region's existing runways, facilities and airspace. It is used to ensure that the major aviation facilities in Maricopa County are adequately developed to accommodate the region's air transportation needs in a safe and efficient manner.

During the discussion, C.A. Howlett, Vice President of Public Affairs at America West Airlines, emphasized the importance of optimizing the use of Sky Harbor. The airport is currently the fifth busiest in the nation and handles more than 30 million passengers a year. Analysts have said the airport needs to be developed to accommodate 60 million passengers by 2015. However, Tempe Government Relations Director Jim Huling, concerned about the impact of additional capacity on neighboring Tempe,




expressed concern about adding a fourth runway and said that alternatives should be examined.

While increasing capacity at Phoenix Sky Harbor was a hot topic, MAG Aviation Program Manager Harry Wolfe said additional discussion centered around airport and land use compatibility. "Several partici-

pants urged the use of fair disclosure ordinances to alert buyers to airport impacts," he said. "The need for and importance of actions to ensure land use compatibility were recognized both by aviation interests and citizens who were at the meeting."

The need for adequate airspace capacity to support aircraft traffic increases was also raised by participants. Several recommended a re-evaluation of the allocation of airspace use in the region and a reduction of airspace restrictions imposed on airlines and aircraft manufacturers.

The update of the MAG Regional Aviation System Plan is expected to be complete in 2001. 

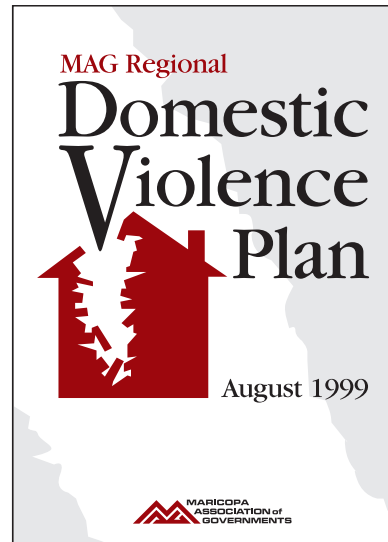


Stakeholders discuss ways to improve Valley aviation systems.

MAG Receives Violence Protection Grant

Efforts to implement MAG's Regional Domestic Violence Plan received a boost in September, when the Governor's Office for Domestic Violence Prevention awarded MAG a \$51,850 grant through its Innovative Prevention Programs. The money will be used to support a full-time staff position as part of a regional coordinating effort to oversee implementation of the Plan.

"This grant will enable us to hire someone who can devote their full attention to implementing the 41 recommendations contained in the plan," said MAG human services manager Carol Kratz. "By putting these strategies in place, we can better address the serious issue of domestic violence in our region."



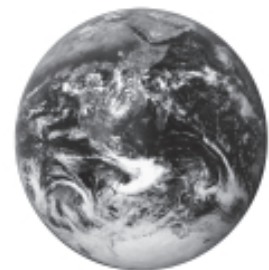
The 41 recommendations fall into four categories: Prevention and Early Intervention; Crisis and Transitional Response; Long Term Response; and System Coordination and Evaluation.

The Regional Domestic Violence Plan is the result of a community-wide effort which included input from over 150 professionals and individuals who spent four months working on the plan. The recommendations follow a year of tragic and brutal slayings in Maricopa County which left 30 women, eight men and one unborn child dead following domestic violence incidents. One of the victims was Laura Munoz, a mother of six who was stabbed to death after being turned away from full Valley shelters. Munoz' murder led the MAG Regional Council to request that the MAG Human Services Committee develop a coordinated regional response to domestic violence. 

MAG Hosts Foreign Delegations

The Maricopa Association of Governments has had the unique opportunity in recent months to host several overseas delegations interested in American regional practices. In July, MAG hosted the Chengdu Delegation from China and presented a comprehensive overview of MAG's regional activities. Chengdu is a city of about 8,000,000 residents.

In September, MAG gave presentations and tours to planning delegates representing Bulgaria. In October, MAG received a visit by a professor and his research assistants from the University of Tokyo, who were interested in learning about smart growth legislation being discussed in this country.



"The visits have presented MAG with a valuable opportunity to share information and learn more about the differences and similarities in regional planning practices across the globe," said MAG Regional Development Manager Corey Cox. "It was interesting to find that many of the same growth challenges and opportunities face planners all around the world," she said. 

Domestic Violence Plan Recommendation Categories



Visioning Effort continued from page 1



The forums were held in cities across the Valley, including Avondale, Chandler, Gilbert, Glendale, Mesa, Phoenix, Scottsdale, Surprise (encompassing the Sun Cities) and Tempe. A Spanish translator was available at three of the forums.

"Although all of the goals are worthwhile and were developed with a lot of thought and perspiration, in the end we need a manageable set of goals that allows us to zero in on the values that are most important to the residents of this region."

Henton said the Valley Vision 2025 Committee will take the input gathered during the public forums and create a final


MAG Makes Changes to Disadvantaged Business Program

In an effort to remedy past and current discrimination against disadvantaged business enterprises (DBEs), the United States Department of Transportation (USDOT) recently revised its DBE regulations. The regulation changes are designed to ensure a "level playing field" and foster equal opportunity in USDOT-assisted contracts.

"It has always been MAG's policy to ensure nondiscrimination in the award and administration of all federally-funded programs."

MAG has maintained a Disadvantaged Business Enterprise Program in compliance with federal regulations since the inception of the highway and transit programs in 1991. However, MAG recently expanded its DBE Program to reflect the changes of the new regulations, which became effective October 1, 1999.

"It has always been MAG's policy to ensure nondiscrimination in the award and administration of all federally-funded programs," said Art Rullo, MAG Fiscal Services Manager and DBE Liaison Officer. He also noted that "MAG complies with other nondiscrimination statutes that apply to USDOT financial assistance programs such as Title VI of the Civil Rights Act of 1964."

Based on methodology prescribed under the new federal code, Rullo said that MAG is proposing an annual goal of 11 percent DBE participation for contracts receiving federal transportation assistance. In addition, MAG will create and maintain a proposer's list database consisting of firms that would like to receive notification of Requests for Proposals (RFPs) on USDOT-assisted projects. Contractors wishing to be added to the list should contact Art Rullo at (602) 254-6300. 



At the Scottsdale forum, participants ranked health care, integrated land use and high quality schools as top priorities.

The forums asked participants to respond to a set of 43 draft goals developed over the past year through previous public meetings, as well as to provide suggestions on any additional goals they thought should be included. Citizens were then asked to rank the goals on a scale of one to five.

"The idea was to prioritize the goals to enable us to develop a more focused final Vision," said Doug Henton, a consultant to the Valley Vision 2025 process.

vision report, which is expected to be released in January 2000. In addition, he said the values identified by the community will further be used to develop performance measures and implementation strategies for the Vision plan.

More information is available by calling the Valley Vision hotline at (602) 452-5080, or by visiting the Valley Vision Web site at: www.mag.maricopa.gov/vv2025.

10 Simple Steps To Improving Air Quality

1. **Trip chain more often. It's easy!** Chances are, you're already doing it — combining your errands into one trip. It helps you get things done and it helps reduce traffic congestion and air pollution. When you first start a car after it has been sitting for more than an hour, it pollutes up to five times more than when the engine's warm.
2. **Take mass transit, share a ride or car pool.** Even if you do it just once or twice a week, you'll reduce traffic congestion and pollution, and save money. The average driver spends about 44 cents per mile including ownership and maintenance.
3. **Have fun! Ride your bike.** It's a great way to travel and it can help you and the air get into condition. Vehicles on the road create more than 25% of all air pollution nationwide.
4. **Take things in stride.** Walk or in-line skate instead of driving. They're easy ways to get exercise and they're easy on the air.
5. **Care for your car.** Regular maintenance and tune-ups, changing the oil and checking tire inflation can improve gas mileage, extend your car's life and increase its resale value. It can also reduce traffic congestion due to preventable breakdowns and it could reduce your car's emissions by more than half.
6. **Get fuel when it's cool.** Refueling during cooler periods of the day or in the evening can prevent gas fumes from heating up and creating ozone. And that can help reduce ozone alert days.
7. **Don't top off the tank.** It releases gas fumes into the air and cancels the benefits of the pump's anti-pollution devices. So stopping short of a full tank is safer and reduces pollution.
8. **Telecommute.** Work at home sometimes. You'll save time and money, and reduce emissions and traffic congestion.
9. **Know before you go.** If your area has a travel and transit information network, use it by calling, visiting the web site or tuning into the cable station. Get travel and transit updates before you leave home and you won't get stuck in a jam.
10. **Spread the word.** If everyone took just a few of these simple, easy steps, it could make a big difference because—

It all adds up to cleaner air



U.S. Department
of Transportation



MARICOPA
ASSOCIATION of
GOVERNMENTS



Ozone Alert Program a Success

Despite six high pollution advisories over the summer, the Maricopa region was able to avoid any violations of the federal ozone standard — and some of the credit is being given to a summer-long “Ozone Alert Program” championed by Governor Jane Dee Hull.

Under the program, 225 participating employers were notified a day before an expected high pollution advisory day. The companies were asked to reduce the number of vehicles coming to the office by ten percent. Employees were asked to walk, bike, carpool, vanpool, ride the bus or telecommute on high pollution advisory days.


According to a tracking survey conducted by WestTrack Market Monitor, significantly fewer residents reported driving alone during high pollution advisory days. While 78% of commuters reported driving alone when there was no advisory in effect, only 71% reported driving alone the day following an ozone alert.

Much of the program's success was also attributable to an intensive media campaign funded by the Maricopa Association of Governments. The MAG Regional Council voted to provide \$300,000 for a comprehensive radio advertising campaign to make people aware of the program and the importance of participating. It worked —

WestTrack found that nearly two-thirds of all residents interviewed the day after a high pollution day were aware that an advisory had been issued.

“MAG strongly supported the Governor's Ozone Alert Program,” said MAG Executive Director James M. Bourey. “Not only did MAG funding help make others aware of the campaign, but 50% of MAG staff participated in the program by riding the bus, carpooling or teleworking.”

The high levels of participation are believed to have made an impact in helping the Valley successfully complete its third straight year without an ozone violation — meaning air quality agencies can now ask the Environmental Protection Agency to remove the Valley's “serious” rating and label it instead as being in attainment of ozone standards.

“We're glad that so many employers participated in the Ozone Alert Program, because it means more businesses are actively involved in solving this region's critical air pollution problem,” said Bourey. “Still, it is important to remember that as we grow, keeping our air clean will remain a constant challenge. It's up to all of us within this region to take actions both as individuals and as communities to produce clean air throughout the Valley,” he said. 

Grant to Help Buy Alternative Fuel Vehicles

Stakeholders participating in the Maricopa Clean Cities Program will be able to buy more alternative fuel vehicles, thanks to a \$100,000 grant issued by the U.S. Department of Energy.


The Maricopa Association of Governments (MAG) applied for the grant on behalf of Maricopa Clean Cities Stakeholders, who include representatives from fuel providers, local governments, school districts, state and federal agencies and private companies.

“The money received through this grant will assist in the purchase of at least 95 alternative fuel vehicles,” said Anne MacCracken, MAG Clean Cities planner. “The more alternative fuel vehicles we get on the street,

the more pounds of pollution are removed from the Valley’s air.”

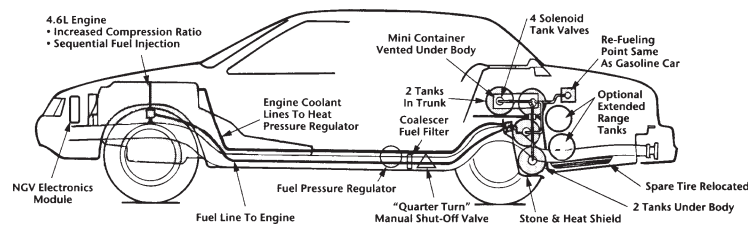
Recipients of the grant money include Maricopa County, seven local cities, two school districts, and Super Shuttle, a private company which provides ground transportation services at Sky Harbor International Airport.

MacCracken says the Maricopa region was designated as a Clean Cities community in 1997, as a means of helping the Valley address its critical air pollution problem.

The Clean Cities program is designed to help cities increase the number of alternative fuel vehicles in their fleets. The program has helped increase the number of alternative fuel vehicles in the region from 2,100 to nearly 4,300 vehicles. 



An example of an alternative fuel vehicle that uses natural gas to lower pollution emissions.



EPA to Award Brownfields Grants

The Environmental Protection Agency has announced its intent to award an additional 50 Brownfields Demonstration Assessment Pilot grants to local municipalities in April, 2000.

The Brownfields grants are grants up to \$200,000 to fund a two-year pilot project to identify and assess local brownfields sites. A brownfield is a site that has actual or perceived contamination, as well as a viable potential for redevelopment or reuse. During this round of grants, special consideration will be given to Federal Empowerment Zones and Enterprise Communities, communities with populations under 100,000, and Indian tribes. The deadline for application is February 16, 2000. Additional information is available at www.epa.gov/brownfields/applicat.htm, or by calling Amanda Carr at the Arizona Department of Environmental Quality at (602) 207-4109.

Did you know?

- There are more than 4,000 alternative fuel vehicles operating in the Valley
- There are 49 public access fueling stations in the region
- Of those 49 stations, 36 are electric charging stations, five are LPG (propane) stations, six are Compressed Natural Gas stations, and two are Liquefied Natural Gas stations

November

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| 2nd 10:00 AM, Transportation Review Committee | 9th 6:30 PM, Valley Vision 2025 Public Forum (Gilbert, Southeast Library, Assembly Room) |
| 2nd 11:00 AM, Ad Hoc Population Technical Advisory Subcommittee | 10th 9:00 AM, Regional Council Transportation Subcommittee |
| 2nd 1:00 PM, Population Technical Advisory Committee | 10th 1:30 PM, Air Quality Technical Advisory Committee |
| 3rd 11:00 AM, Valley Vision 2025 Committee | 10th 2:00 PM, Pedestrian Working Group |
| 3rd 5:00 PM, Regional Council | 10th 6:30 PM, Valley Vision 2025 Public Forum (Tempe, Rio Salado College, Room 2A) |
| 3rd 6:30 PM, Valley Vision 2025 Public Forum (Estrella Community College, Estrella Hall) | 15th 1:00 PM, Valley Vision 2025 Public Forum (MAG Office, Saguaro Room) |
| 4th 8:30 AM, Human Services Technical Committee | 16th 10:00 AM, Intelligent Transportation Systems Committee |
| 4th 9:00 AM, 9-1-1 Oversight Team | 16th 1:00 PM, Regional Bicycle Task Force |
| 4th 11:00 AM, Regional Council/Governor's Task Force Joint Meeting | 17th 12:00 PM, Management Committee |
| 4th 6:30 PM, Valley Vision 2025 Public Forum (Phoenix Burton Barr Library, Music Room) | 17th 2:00 PM, Building Codes Committee |
| 8th 2:00 PM, Internet Taxation Forum | 18th 10:00 AM, 9-1-1 PSAP Managers (at Rural Metro) |
| 9th 1:30 PM, Street Committee | 18th 12:00 PM, Human Services Coord. Committee |
| 9th 4:00 PM, Water Quality Advisory Committee | 23rd 10:00 AM, Transportation Review Committee |

The dates, times and locations of all meetings may change. Other committees not listed here may meet during these months. Please call 602-254-6300 for confirmation.

All meetings, unless indicated otherwise will be held in the conference rooms located in the MAG offices on the second floor of the Arizona Bank Building, 302 N. 1st Avenue. Parking is available under the building. Please ask for parking validation.

Happy Holidays!

December

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|---|
| 1st 11:00 AM, Valley Vision 2025 Committee |
| 2nd 11:00 AM, Ad Hoc Population Technical Advisory Subcommittee |
| 2nd 1:00 PM, Population Technical Advisory Committee |
| 2nd 1:30 PM, Air Quality Technical Advisory Committee (if necessary) |
| 7th 10:00 AM, Transportation Review Committee |
| 7th 1:00 PM, Clean Cities Issue Forum |
| 8th 5:00 PM, Regional Council |
| 9th 10:00 AM, Telecommunications Advisory Group |
| 14th 10:00 AM, Grand Avenue Steering Committee |
| 14th 1:30 PM, Street Committee |
| 15th 9:00 AM, Regional Council Transportation Subcommittee |
| 15th 10:00 AM, Intelligent Transportation Systems Committee (RPTA, 7th Floor) |
| 15th 2:00 PM, Building Codes Committee |
| 16th 8:00 AM, Ad Hoc Population Technical Advisory Subcommittee |
| 16th 10:00 PM, Population Technical Advisory Committee |
| 17th 2:00 PM, Grand Avenue Steering Committee |
| 21st 10:00 AM, Regional Bicycle Task Force |

January



The January calendar was still being developed at press time.



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